

NOTES:

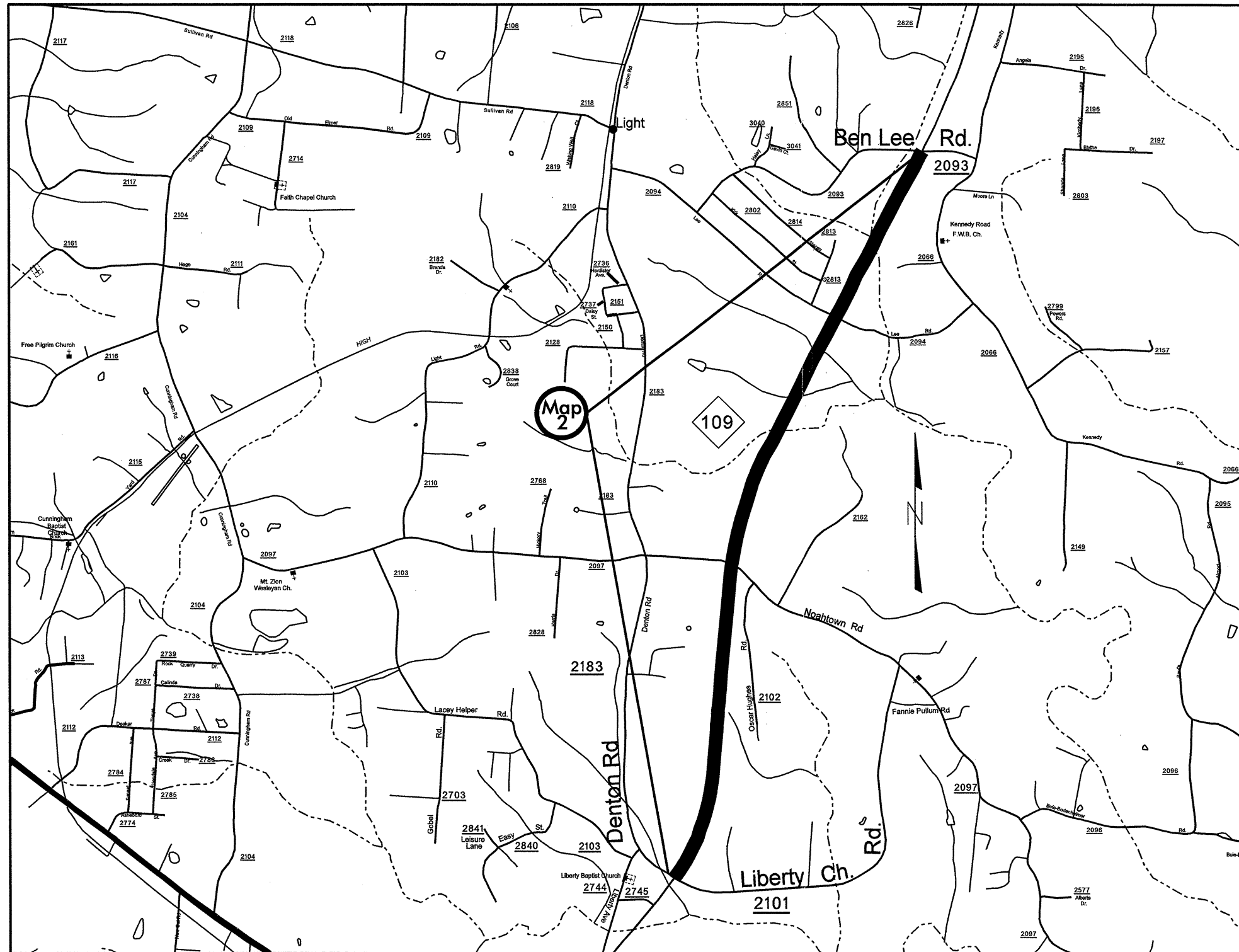
Map 1 NC 62 Requires Curb reveal milling

Map 5 SR 2055 Liberty Dr. Mill curb both sides in front of school and church  
 Needs leveling at intersection of NC 62

# Maps 1 & 5

DAVIDSON COUNTY

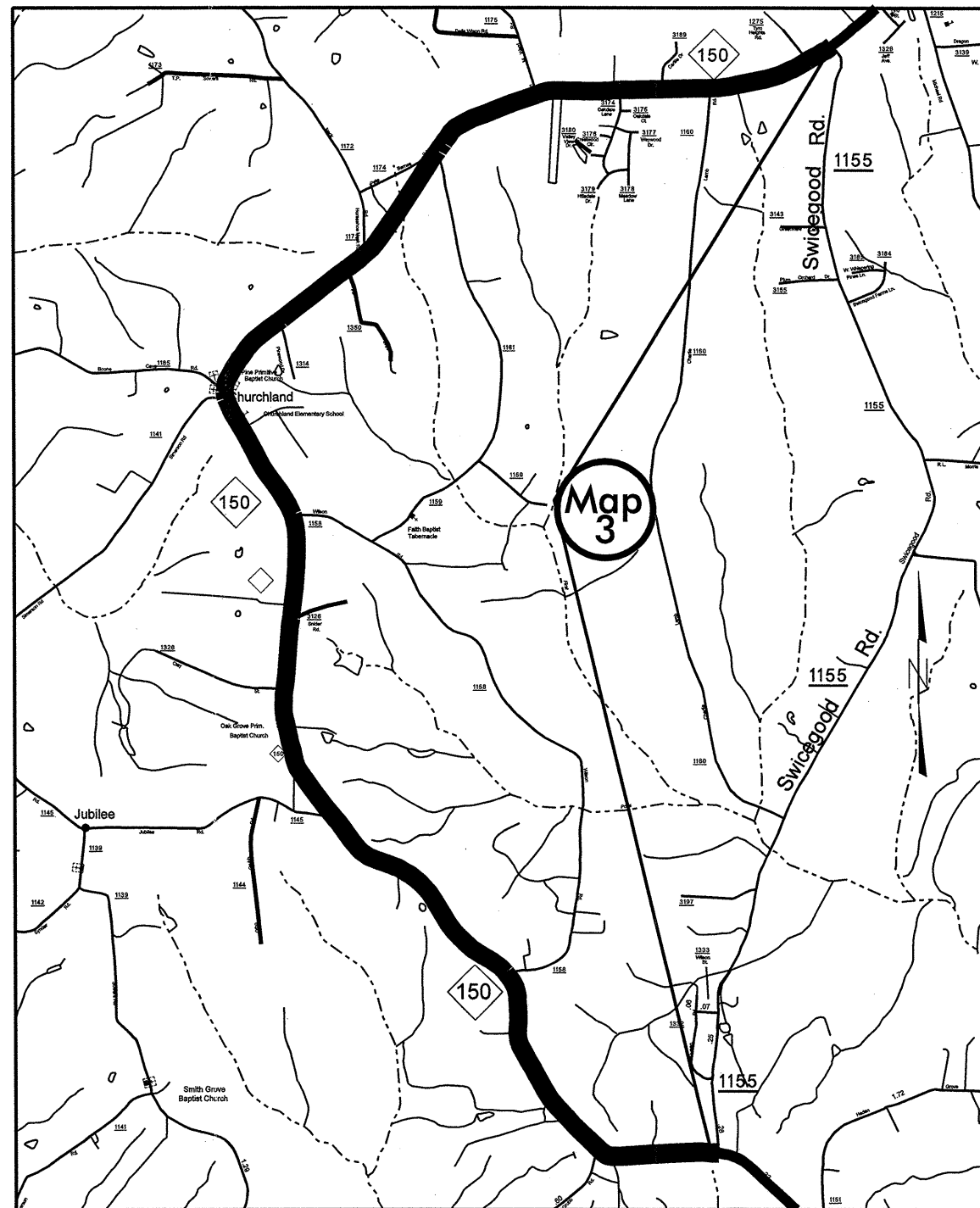
NORTH CAROLINA



NOTES:  
Map 2 NC 109  
Mill Map beginning and end.

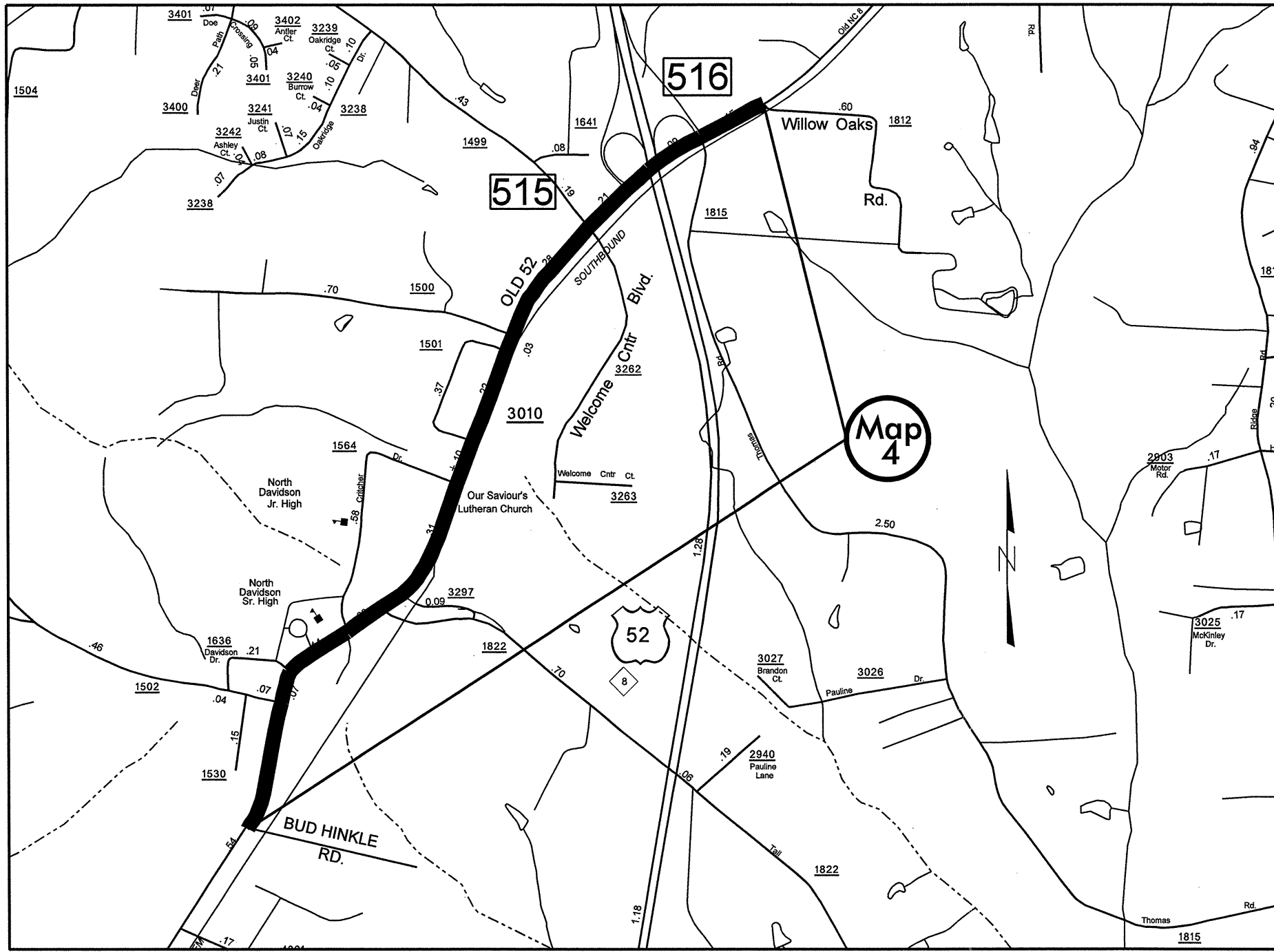
# Map 2

**DAVIDSON COUNTY**  
NORTH CAROLINA



Map 3

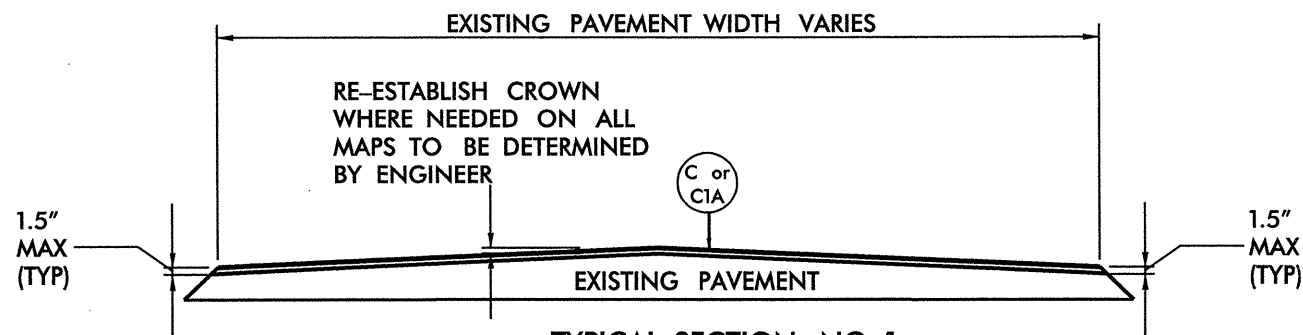
DAVIDSON COUNTY  
NORTH CAROLINA



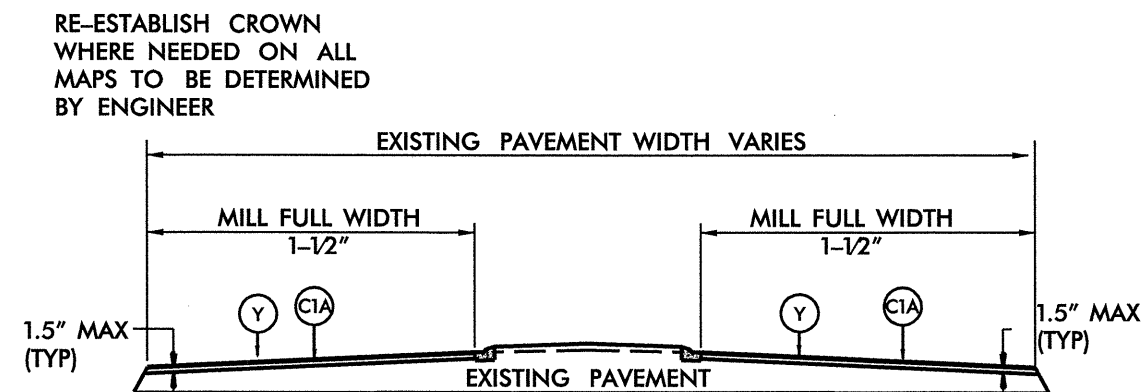
NOTES: Map 4 SR 3010 Old 52  
Mill map beginning and end.

Map 4

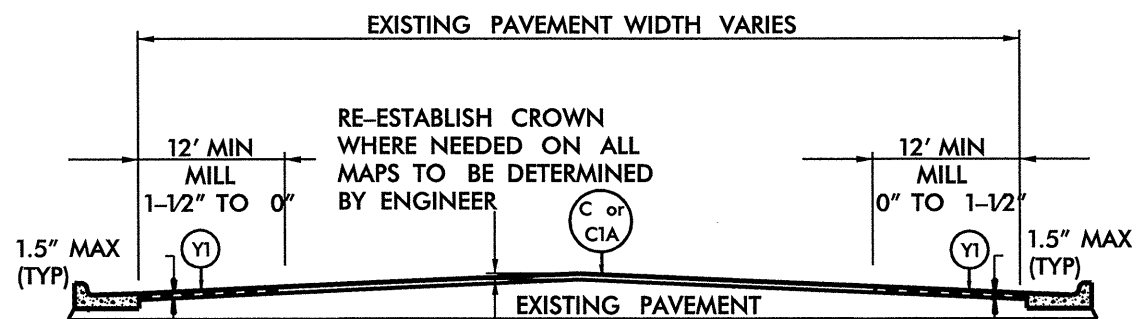
DAVIDSON COUNTY  
NORTH CAROLINA



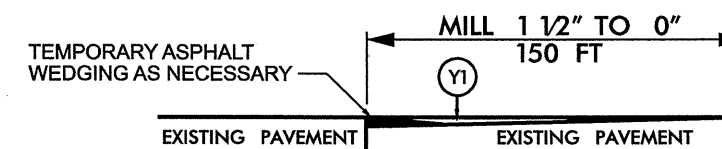
**TYPICAL SECTION NO. 1**  
MAP NO. 1 NC 62  
MAP NO. 2 NC 109  
MAP NO. 3 NC 150  
MAP NO. 4 SR 3010 OLD 52  
MAP NO. 5 SR 2055 LIBERTY DR.



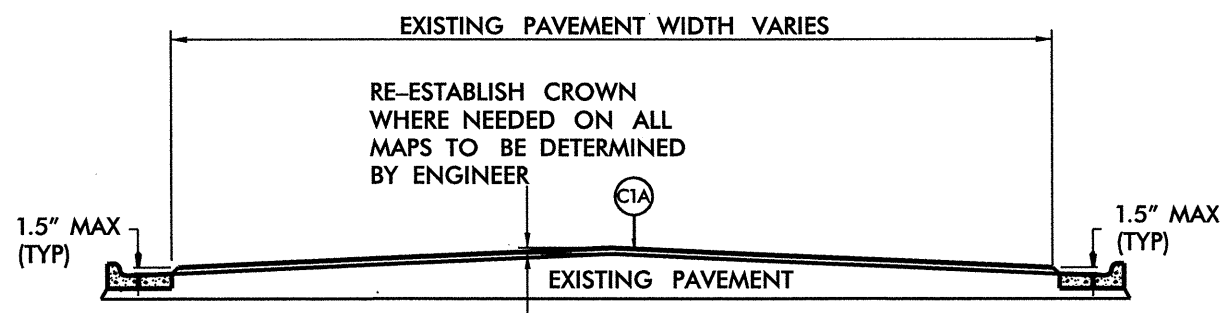
**TYPICAL SECTION NO. 4**  
MAP NO. 4 SR 3010 OLD 52



**TYPICAL SECTION NO. 2**  
MAP NO. 1 SR NC 62  
MAP NO. 5 SR 2055 LIBERTY DR.



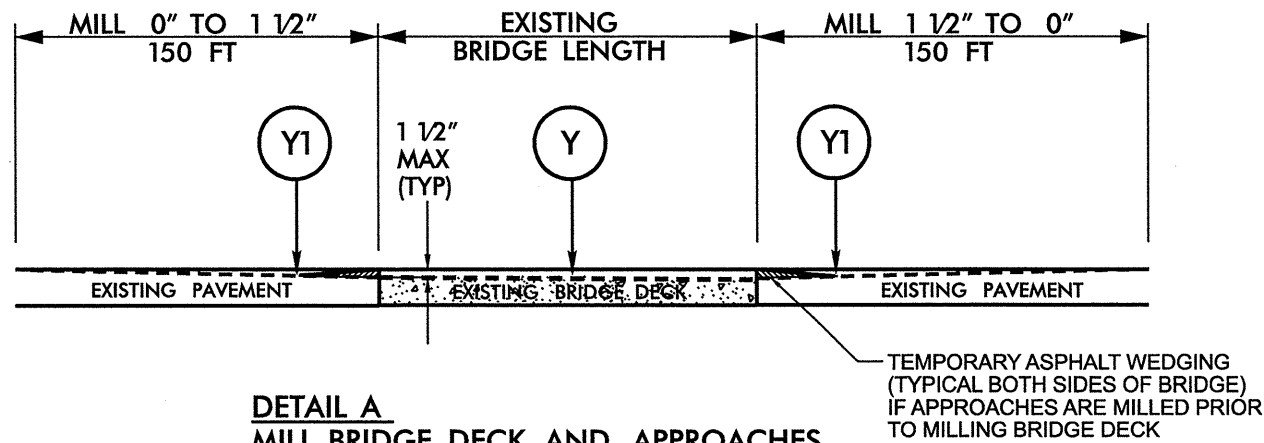
**MILLED TIE-IN DETAIL**  
MILLED PAVEMENT JOINT AT END OF  
MAPS 1, 2 AND 4



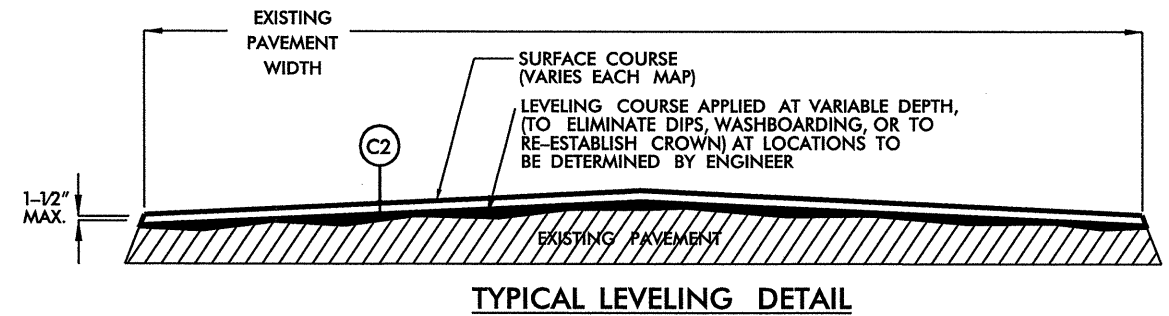
**TYPICAL SECTION NO. 3**  
MAP NO. 4 SR 3010 OLD 52

NOTE:  
All CURB AND GUTTER IS EXISTING

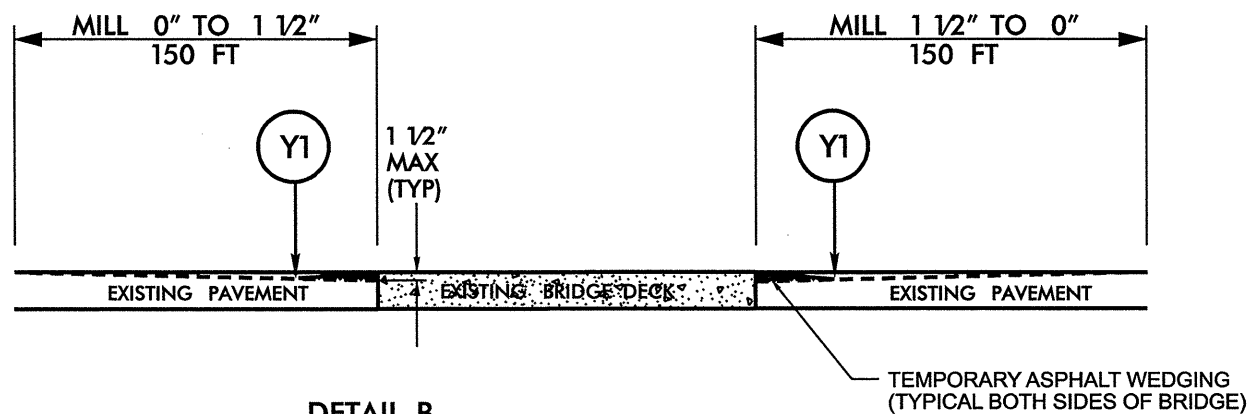
PAVEMENT SCHEDULE	
C	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, TO BE APPLIED AT AN AVERAGE RATE OF 168 LBS PER SQ YD
C1A	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, TO BE APPLIED AT AN AVERAGE RATE OF 168 LBS PER SQ YD
C2	PROP. VAR. DEPTH ASPHALT CONCRETE SURFACE LEVELING COURSE, TYPE S9.5B
Y	MILL ASPHALT PAVEMENT, 1.5" DEPTH
Y1	MILL ASPHALT PAVEMENT, 0" TO 1.5" DEPTH



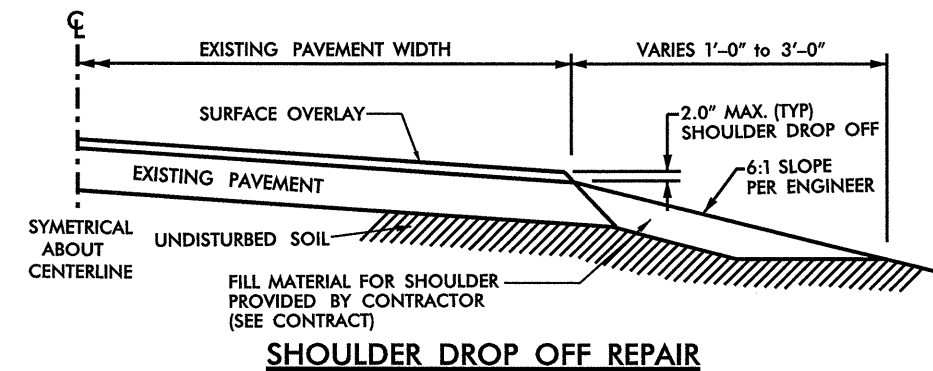
**DETAIL A**  
**MILL BRIDGE DECK AND APPROACHES**  
(SEE BRIDGE DATA SHEET FOR PAVING INSTRUCTIONS)



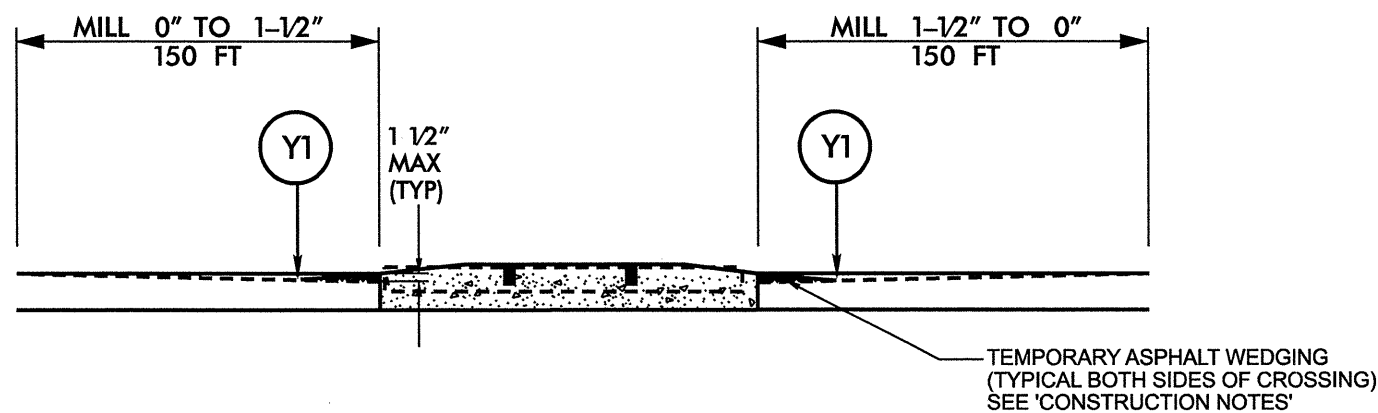
**TYPICAL LEVELING DETAIL**



**DETAIL B**  
**MILLING BRIDGE APPROACHES**  
(SEE BRIDGE DATA SHEET FOR PAVING INSTRUCTIONS)

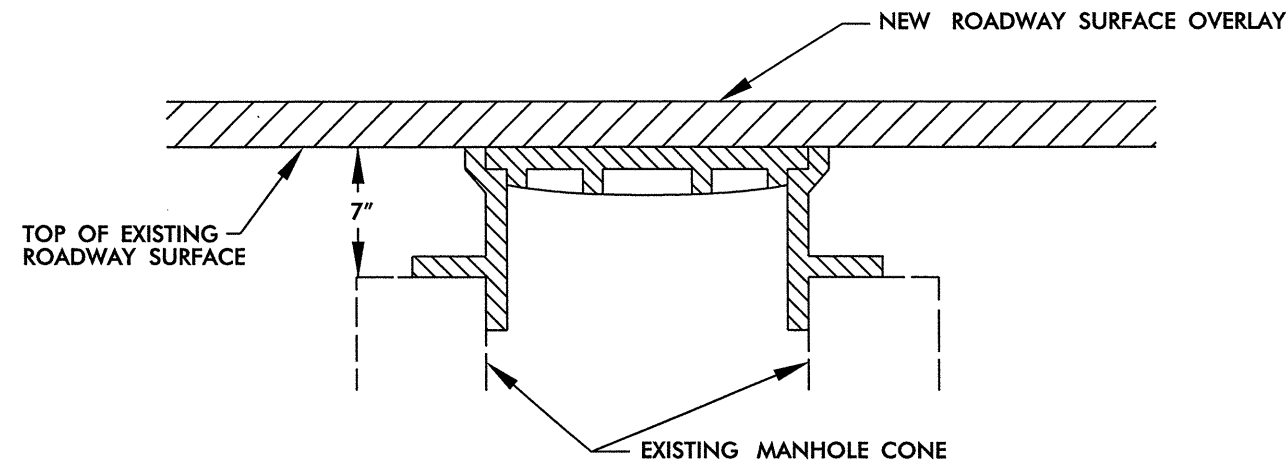


**SHOULDER DROP OFF REPAIR**

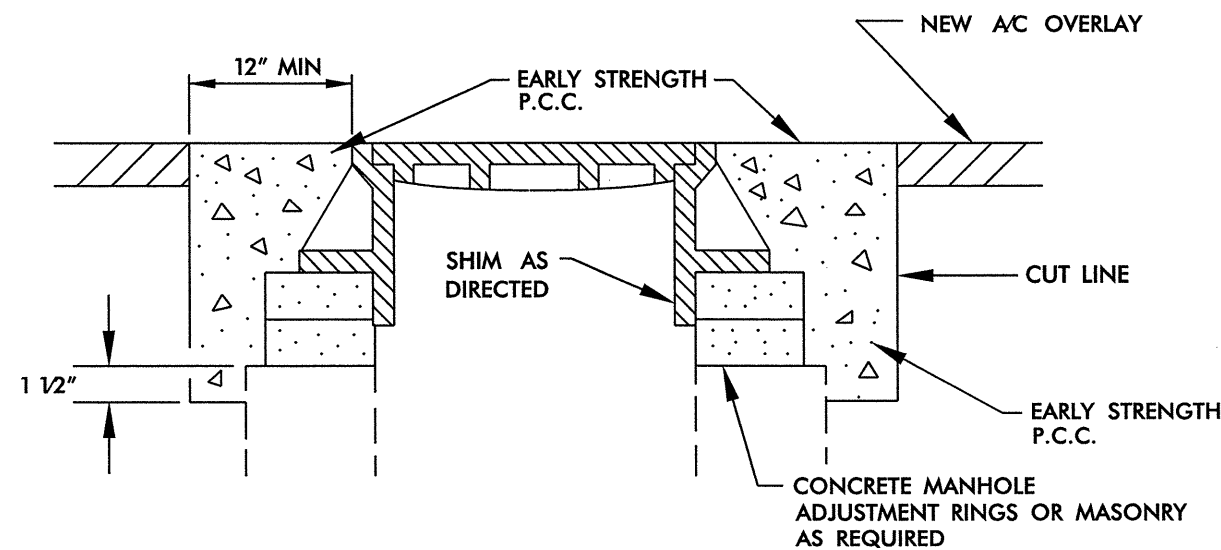


**DETAIL C**  
**MILLING RAILROAD CROSSING APPROACHES**

PAVEMENT SCHEDULE	
C	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, TO BE APPLIED AT AN AVERAGE RATE OF 168 LBS PER SQ YD
C1A	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, TO BE APPLIED AT AN AVERAGE RATE OF 168 LBS PER SQ YD
C2	PROP. VAR. DEPTH ASPHALT CONCRETE SURFACE LEVELING COURSE, TYPE S9.5B
Y	MILL ASPHALT PAVEMENT, 1.5" DEPTH
Y1	MILL ASPHALT PAVEMENT, 0" TO 1.5" DEPTH



**STEP 1**



**STEPS 2,3, & 4**

- STEP 1 COVER EXISTING MANHOLE WITH APPROVED MATERIAL AND CONSTRUCT OVERLAY ACROSS TOP OF MANHOLE
- STEP 2 SAW CUT EXCAVATION AROUND MANHOLE 12" MIN. FROM MANHOLE FRAME.
- STEP 3 RAISE MANHOLE FRAME RINGS TO FINISH PAVEMENT PROFILE AND CROSS SLOPE.
- STEP 4 BACKFILL WITH EARLY STRENGTH P.C.C. TO DEPTHS AS DIRECTED.

## MANHOLE ADJUSTMENT DETAIL

### CONSTRUCTION NOTES:

1. ALL QUANTITIES ARE "ESTIMATED" AS INDICATED IN THE "SUMMARY OF QUANTITIES".
2. CONSTRUCTION SHALL PROGRESS IN PHASES, IN THE ORDER INDICATED BELOW:
  - PHASE 1 - MILLING AND PATCHING (WHEN REQUIRED)
  - PHASE 2 - LEVELING (AS DIRECTED BY ENGINEER)
  - PHASE 3 - SURFACE OVERLAY
  - PHASE 4 - SHOULDER DROP-OFF REPAIR (AS NEEDED AND DIRECTED BY ENGINEER)
  - PHASE 5 - UTILITY ADJUSTMENTS (MANHOLE RING/COVER, VALVE/METER BOX RING/COVER, CATCH BASIN GRATE/COVER, DROP INLET GRATE/COVER, ETC.) WHEN REQUIRED.
3. BRIDGES THAT HAVE FLOOR DRAINS, SHALL HAVE ALL FLOOR DRAINS LEFT OPEN. EXTRA CARE SHALL BE EXERCISED IN MILLING (IF REQUIRED) AND IN PLACING THE WEARING SURFACE AROUND FLOOR DRAINS SO AS NOT TO HINDER EFFECTIVE DRAINAGE.
4. TEMPORARY ASPHALT WEDGING SHALL BE PLACED ON THE SAME DAY THAT BRIDGE AND/OR RAILROAD APPROACHES ARE MILLED (AND IF APPROACHES ARE MILLED PRIOR TO BRIDGE DECK).
5. SOME MAPS MAY REQUIRE EXTRA ASPHALT SURFACE (LEVELING) TO BE PLACED TO ELIMINATE UNEVEN PAVEMENT, WASHBOARDING OR TO RE-ESTABLISH THE CROWN. THE QUANTITY AND LOCATION OF THIS ITEM SHALL BE AS DIRECTED BY THE ENGINEER.
6. FOR TWO-LANE ROADWAYS - IT SHALL BE UNDERSTOOD THAT TYPICALLY ON A ROADWAY MEASURING 20 FEET OR LESS IN WIDTH, THE CENTER OF THE WHITE EDGELINE SHALL BE LOCATED SIX INCHES FROM THE EDGE OF PAVEMENT ON EITHER SIDE OF THE ROADWAY; ON A ROADWAY MEASURING 22 FEET IN WIDTH, TRAVEL LANES SHALL MEASURE 10 FEET AND THE WHITE EDGELINE SHALL BE LOCATED ONE FOOT FROM THE EDGE OF PAVEMENT ON EITHER SIDE; ON A ROADWAY MEASURING 24 FEET IN WIDTH, TRAVEL LANES SHALL MEASURE 11 FEET AND THE WHITE EDGELINE SHALL BE LOCATED ONE FOOT FROM THE EDGE OF PAVEMENT ON EITHER SIDE; ON A ROADWAY MEASURING 26 FEET OR MORE IN WIDTH, TRAVEL LANES SHALL MEASURE 12 FEET AND THE WHITE EDGELINE SHALL BE LOCATED NO LESS THAN ONE FOOT FROM THE EDGE OF PAVEMENT ON EITHER SIDE. THIS SHALL BE STANDARD PRACTICE UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
7. PAPER JOINTS ARE TO BE PLACED BETWEEN DAYS OF PAVING OPERATIONS AS SPECIFIED IN THE STANDARD SPECIFICATIONS SECTION 610-11.
8. ALL MILLED AREAS WILL BE PAVED WITHIN 72 HOURS UNLESS APPROVED BY THE ENGINEER.
9. REPLACE ANY PORTION OF STOP BARS AND OTHER PAVEMENT MARKINGS AT ANY INTERSECTION INCLUDING Y-LINES NOT ACTUALLY BEING PAVED OVER, THAT ARE OBLITERATED BY THE PAVING OPERATION EITHER BY HAULING WHEEL TRACKS OR TACK TRUCK BY THE END OF EACH RESURFACING OPERATION

Map Number	Route Number	Route Name	Bridge Number	Feature Intersected	Floor Construction	Clear Roadway Width (Ft)	Length (Ft)	Posting	Recommended Treatment From Bridge Maintenance
4	SR3010	Old US-52	515 & 516	US-52	N/A	N/A	N/A	N/A	22 Ft. Under clearance - Pave



PROJECT NO.	SHEET NO.	TOTAL NO.
R-5171	9	

### SUMMARY OF QUANTITIES

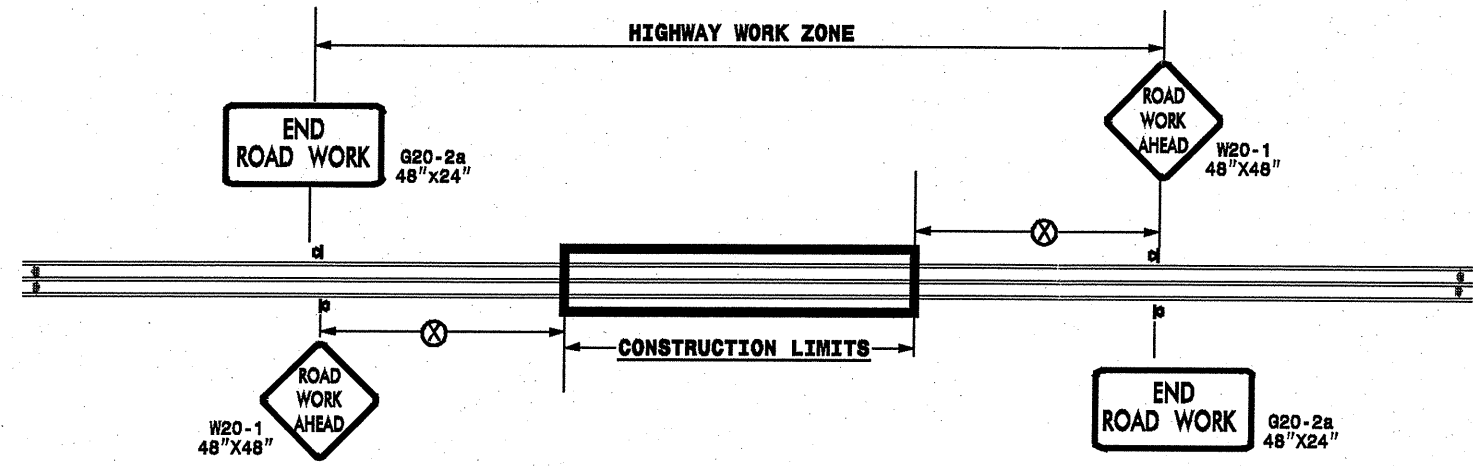
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LENGTH MI	WIDTH FT	SHOULDER DROP OFF REPAIR SMI	INCIDENTAL STONE BASE TONS	CONSTANT DEPTH MILLING 1½" SY	VARIABLE DEPTH MILLING 0" - 1½" SY	SURFACE COURSE, S9.5B TONS	LEVELING COURSE, S9.5B TONS	SURFACE COURSE, S9.5C TONS	PG 64-22 PLANT MIX TONS	PG 70-22 PLANT MIX TONS	PATCHING EXISTING PAVEMENT TONS	ADJ. OF DROP INLET EA	ADJ. OF MANHOL ES EA	ADJ. OF METER OR VALVE BOX EA	POLICE HR
R-5171	Davidson	1	NC 62	NC 109 TO RANDOLPH COUNTY LINE	1, 2	1.28	24	1.28	50		18,022	3,280	16		198				13	12	100
		2	NC 109	FROM SR 2183 DENTON ROAD TO PAVEMENT JOINT NORTH OF SR 2093 BEN LEE ROAD	1	2.65	32	5.3			1,070			5,269		316	33				
		3	NC 150	FROM SR 1155 SWICEGOOD ROAD TO SR 1155 SWICEGOOD ROAD	1	6.38	21	6.38	670			7,429			446		55				14
<b>TOTAL FOR PROJ NO. R-5171</b>						<b>10.31</b>		<b>12.96</b>	<b>720</b>		<b>19,092</b>	<b>10,709</b>	<b>16</b>	<b>5,269</b>	<b>644</b>	<b>316</b>	<b>88</b>		<b>13</b>	<b>26</b>	<b>100</b>
R-5171	Davidson	4	SR 3010 OLD 52	FROM BUD HINKLE ROAD (NS) TO SR 1812 WILLOW OAK DRIVE	1, 3, 4	1.89	30	0.95	63	14,080	1,200		16	4,532		272				11	100
		5	SR 2055 LIBERTY STREET	FROM NC 62 TO SR 2054 TRINITY STREET	1, 2	1.36	23	1.36	100		1,300	1,969	33		120			1	23	25	30
<b>TOTAL FOR PROJ NO. R-5171</b>						<b>3.25</b>		<b>2.31</b>	<b>163</b>	<b>14,080</b>	<b>2,500</b>	<b>1,969</b>	<b>49</b>	<b>4,532</b>	<b>120</b>	<b>272</b>		<b>1</b>	<b>23</b>	<b>36</b>	<b>130</b>
<b>GRAND TOTAL</b>						<b>13.56</b>		<b>15.27</b>	<b>883</b>	<b>14,080</b>	<b>21,592</b>	<b>12,678</b>	<b>65</b>	<b>9,801</b>	<b>764</b>	<b>588</b>	<b>88</b>		<b>36</b>	<b>62</b>	<b>230</b>

### THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	4685000000-E	4686000000-E	4695000000-E	4697000000-E	4705000000-E	4710000000-E	4721000000-E				4725000000-E				4810000000-E		4820000000-E		4830000000-E	4835000000-E	4845000000-N				4905000000-N	
					4" X 90 M WHITE THERMO LF	4" X 120 M YELLOW THERMO LF	4" X 120 M WHITE THERMO LF	8" X 90 M YELLOW THERMO LF	8" X 90 M WHITE THERMO LF	8" X 120 M WHITE THERMO LF	16" X 120 M WHITE THERMO LF	24" X 120 M WHITE THERMO LF	THERMO MSG ONLY 120 M EA	THERMO MSG SCHOOL 120 M EA	THERMO RXR 120 M EA	THERMO LT ARROW 90 M EA	THERMO STR ARROW 90 M EA	THERMO RT ARROW 90 M EA	THERMO STR & RT ARROW 90 M EA	4" WHITE PAINT LF	4" YELLOW PAINT LF	8" YELLOW PAINT LF	8" WHITE PAINT LF	16" WHITE PAINT LF	24" WHITE PAINT LF	PAINT LT ARROW EA	PAINT STR ARROW EA	PAINT RT ARROW EA	PAINT STR & RT ARROW EA	SNOW PLOWABLE MARKERS EA
R-5171	Davidson	1	NC 62	NC 109 TO RANDOLPH COUNTY LINE	2,048	13,517	2,900				150	4			11	6	1	9	2,500	9,500										169
		2	NC 109	FROM SR 2183 DENTON ROAD TO PAVEMENT JOINT NORTH OF SR 2093 BEN LEE ROAD	33,581	20,988	1,000	260	30		150	8			4	2	6												186	
		3	NC 150	FROM SR 1155 SWICEGOOD ROAD TO SR 1155 SWICEGOOD ROAD	68,649	67,373	120	300			140		12		2														355	
<b>TOTAL FOR PROJ NO. R-5171</b>					<b>104,278</b>	<b>101,878</b>	<b>4,020</b>	<b>760</b>	<b>30</b>		<b>440</b>	<b>12</b>	<b>12</b>		<b>17</b>	<b>8</b>	<b>7</b>	<b>9</b>	<b>2,500</b>	<b>9,500</b>									<b>355</b>	
						<b>105,898</b>		<b>790</b>				<b>24</b>			<b>41</b>				<b>12,000</b>											
R-5171	Davidson	4	SR 3010 OLD 52	FROM BUD HINKLE ROAD (NS) TO SR 1812 WILLOW OAK DRIVE	20,336	925	1,180		200		169	439		12	4	28	19	6	2	21,516	23,950	925	200	200	450	28	19	6	2	
		5	SR 2055 LIBERTY STREET	FROM NC 62 TO SR 2054 TRINITY STREET	14,634	16,161	200			270	178	319	4	12	6	8	2	4	4											
<b>TOTAL FOR PROJ NO. R-5171</b>					<b>34,970</b>	<b>17,086</b>	<b>1,380</b>		<b>200</b>	<b>270</b>	<b>347</b>	<b>758</b>	<b>4</b>	<b>24</b>	<b>10</b>	<b>36</b>	<b>21</b>	<b>10</b>	<b>6</b>	<b>21,516</b>	<b>23,950</b>	<b>925</b>	<b>200</b>	<b>200</b>	<b>450</b>	<b>28</b>	<b>19</b>	<b>6</b>	<b>2</b>	
						<b>18,466</b>		<b>200</b>				<b>38</b>			<b>73</b>				<b>45,466</b>	<b>1,125</b>				<b>55</b>						
<b>GRAND TOTAL</b>					<b>139,248</b>	<b>118,964</b>	<b>5,400</b>	<b>760</b>	<b>230</b>	<b>270</b>	<b>347</b>	<b>1,198</b>	<b>16</b>	<b>36</b>	<b>10</b>	<b>53</b>	<b>29</b>	<b>17</b>	<b>15</b>	<b>24,016</b>	<b>33,450</b>	<b>925</b>	<b>200</b>	<b>200</b>	<b>450</b>	<b>28</b>	<b>19</b>	<b>6</b>	<b>2</b>	<b>355</b>
						<b>124,364</b>		<b>990</b>					<b>62</b>		<b>114</b>				<b>57,466</b>	<b>1,125</b>				<b>55</b>						

All Quantities listed include turn lanes and are estimates; Payment will be based on actual field measurements and quantities received.

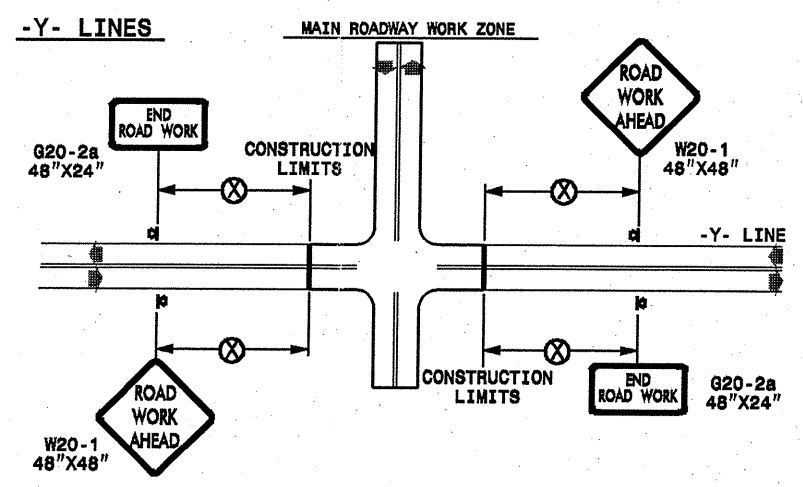
**TWO-WAY UNDIVIDED \*\* (L-LINES)**



POSTED SPEED LIMIT (M.P.H.)	RECOMMENDED MINIMUM SIGN SPACING
≤ 50	500'
≥ 55	1000'

STATE OF NORTH CAROLINA  
DEPT. OF TRANSPORTATION  
DIVISION OF HIGHWAYS  
RALEIGH, N.C.

**ROADWAYS INTERSECTING ALONG 2 WAY UNDIVIDED WORK ZONE (Y-LINES)**



DETAIL DRAWING  
FOR TWO-WAY UNDIVIDED  
WORK ZONE WARNING SIGNS

**GENERAL NOTES**

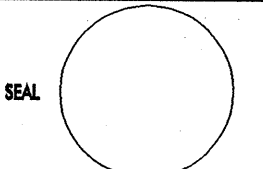

- USE FLUORESCENT ORANGE SHEETING (TYPE VII OR HIGHER) ON ALL ADVANCE WORK ZONE SIGNS.
- DO NOT INSTALL ADVANCE WARNING SIGNS MORE THAN 3 DAYS PRIOR TO BEGINNING OF WORK.
- ALL SIGN SPACING DIMENSIONS ARE APPROXIMATE, FIELD ADJUST AS NECESSARY OR AS DIRECTED.
- USE PORTABLE WORK ZONE SIGNS ONLY WITH PORTABLE WORK ZONE SIGN STANDS SPECIFICALLY DESIGNED FOR ONE ANOTHER. PORTABLE WORK ZONE SIGNS MAY BE ROLL UP OR APPROVED COMPOSITE.
- PROVIDE PORTABLE WORK ZONE SIGN STANDS, PORTABLE SIGNS AND SIGN SHEETING WHICH ARE LISTED ON THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION'S APPROVED PRODUCT LIST OR ACCEPTED AS TRAFFIC QUALIFIED BY THE TRAFFIC CONTROL UNIT.
- \*\* TWO-WAY UNDIVIDED ADVANCE WARNING SIGN CONFIGURATION MAY BE USED ON URBAN MULTI-LANE FACILITIES WHERE CONDITIONS LIMIT THE USE OF DUAL MOUNTED SIGNS AS DETERMINED BY THE ENGINEER.

**LEGEND**

☒ PORTABLE SIGN

➔ DIRECTION OF TRAFFIC FLOW

SHEET 1 OF 1

APPROVED: _____	DATE: _____	DETAIL DRAWING FOR TWO-WAY UNDIVIDED ADVANCED WORK ZONE WARNING SIGNS	
			
SCALE: NONE		REVISIONS	
DATE:		7-98	10/01
DWS. BY:		10-98	03/04
DESIGN BY:		01/01	11/04
REVIEWED BY:			

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